

EXHIBIT “B”

Committee on Streets and Services
March 21, 2017

COUNCIL OF THE CITY OF PHILADELPHIA
COMMITTEE ON STREETS AND SERVICES

Room 400, City Hall
Philadelphia, Pennsylvania
Tuesday, March 21, 2017
10:19 a.m.

PRESENT:

COUNCILMAN MARK SQUILLA - CHAIR
COUNCILWOMAN MARIA D. QUINONES-SANCHEZ - VICE
COUNCILWOMAN CINDY BASS
COUNCILMAN WILLIAM K. GREENLEE
COUNCILMAN DAVID OH
COUNCILMAN AL TAUBENBERGER

ALSO PRESENT:

COUNCIL PRESIDENT DARRELL L. CLARKE

BILLS: 161057, 161108, 170001, 170003,
170004, 170010, 170014, 170018,
170020, 170092, 170093, 170111,
170112, 170113, 170163, 170193, 170202

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1 the next bill please.

2 (Clerk momentarily stepped away.)

3 COUNCILMAN SQUILLA: Title of the Bill
4 No. 170093: Amending section 12-1131 of The
5 Philadelphia Code, entitled "Electric
6 Vehicle Parking," to impose a moratorium on
7 new electric vehicle parking spaces, under
8 certain terms and conditions.

9 Before we start with the testimony,
10 Councilman Oh.

11 COUNCILMAN OH: Thank you very much,
12 Mr. Chairman. I just wanted to update the
13 Committee and to the public about what --
14 what is transpiring at this point in time.

15 There was a bill, kind of innovative
16 bill back in 2007 introduced by then
17 Councilman James Kenney which provided an
18 opportunity for the owners of electric
19 vehicles to apply for and obtain a reserved
20 on street parking space for electric
21 vehicles designated by the Philadelphia
22 Parking Authority. Such spaces would have
23 an electric vehicle or EV charging station
24 installed at curbside, and were for the

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1 exclusive use of the EV vehicle owner.

2 The reserve parking spaces started to be
3 installed on a more regular basis in the
4 last couple of years. And as a result, we
5 began to receive a lot of complaints from
6 residents, neighbors in the vicinity. The
7 issue for them was that in very crowded
8 neighborhoods, two or three reserved spaces
9 was being made available for electric
10 vehicles only on a 24/7 basis.

11 And so taking a look at that, the
12 complaint of the community versus the
13 benefits of the electric vehicles, we took a
14 look to see are we currently employing best
15 practices. And so, based on what we
16 understood from research and speaking with
17 electric vehicle owners, the Parking
18 Authority, the Streets Department and also
19 many other types of innovative companies
20 that not only provide electric vehicle
21 charging stations but also provide access to
22 electric vehicles for rent much like Bike
23 Share, we found that Philadelphia at this
24 time is not employing best practices.

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1 And so, the Streets Department and the
2 Philadelphia Parking Authority and we agreed
3 to put a moratorium on it in the interim
4 until today's hearing. There are 56
5 approved EV parking spaces, and there were
6 12 spaces that had been approved during the
7 moratorium leading up until today. Those 12
8 spaces will be approved under this terms and
9 conditions that is going to apply to all 68
10 spaces. And they are as follows:

11 That the spaces will be approved for the
12 12 and the existing 56 spaces on a basis of
13 being reserved from 6:00 p.m. to 6:00 a.m.
14 So during that time, the homeowner who has
15 installed the electric vehicle charging
16 station will have that space reserved for
17 themselves. If some other vehicle which is
18 not an electric vehicle is parked in that
19 location, they will be able to have it towed
20 between the hours of 6:00 p.m. and 6:00 a.m.
21 However, after 6:00 p.m. they may choose to
22 keep their vehicle there. That's not a
23 problem. But if they leave that parking
24 spot after 6:00 a.m. and before 6:00 p.m.,

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1 that space is available for any other
2 vehicle, electrical or not, to park in that
3 space. Typically neighbor, delivery
4 anything like that.

5 We felt that this was a good compromise
6 in especially challenging neighborhoods
7 where parking is a premium. The bigger
8 policy issue around that was really this.

9 That while residential charging is
10 important, one of the issues was that even
11 the EV owners that we spoke to said that
12 they would not have gotten an electric
13 vehicle without first obtaining the reserve
14 spot because they had no place to charge.

15 So, the greater issue for us is how do we
16 create an infrastructure in Philadelphia of
17 a variety of types of charging stations so
18 that EV owners, which we believe will grow
19 and we want them to grow, will be able to
20 drive throughout our City and our region in
21 a more easy manner? What that would entail
22 is putting in publicly accessible charging
23 stations.

24 So while we will move forward today to

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1 hear this bill, which places a moratorium on
2 any future application for reserve parking
3 spaces, residential parking spaces for
4 electric vehicle owners, we will be holding
5 a continued hearing on best practices. Our
6 goals would be to make strategic decisions
7 of where we would invest through
8 public/private partnerships to have ultra
9 fast charging stations located in geographic
10 locations around our City and, particularly,
11 close to 95, 76. And to try to work with
12 the Turnpike about putting electric vehicle
13 charging stations there, as well.

14 Concerning the internal areas of the
15 City, the fast or moderate speed charging
16 stations which are generally anywhere from
17 two to four hours, could be placed
18 strategically throughout the City in areas
19 where metered parking or kiosk parking is
20 available between those hours, two to four
21 hours, making those spaces limited and
22 available for electric vehicles.

23 And in addition to which, they would be
24 limited in time. One of the complaints we

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1 got from electric vehicle owners is that
2 they have an app. They find the electric
3 vehicle charging location. And there is
4 electric vehicle that's chosen to park there
5 for more time than is needed and the other
6 electric vehicles cannot park. There are
7 private companies that are installing
8 electric charging, electric vehicle charging
9 in, for example, their parking lots. But
10 it's still unregulated as to some issues
11 that we have.

12 For example, in City parking facilities,
13 we would like to provide electric vehicle
14 charging. But there is some issue that we
15 are trying to get our arms around a state
16 law or City law so that we can actually
17 provide electric vehicle charging at these
18 locations.

19 We have also spoken to some of the
20 innovation companies which, as I said,
21 provide electric vehicles. They provide the
22 charging stations as well as rent electric
23 vehicles much like Bike Share. But we are
24 talking to some of the manufacturers about

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1 the possibility of locating some of their
2 facilities and creating employment in our
3 City. And then we will look at how
4 government tax incentives, investments and
5 other types of policies would be able to
6 create that infrastructure.

7 What I understand from our research and
8 from talking to various types of people is
9 that residential charging is important, but
10 that we currently do not have a sustainable
11 plan. We cannot put two to three parking
12 spaces on every block throughout City. And
13 for anyone who ends up being number three,
14 four or five with the electric vehicle, they
15 would not be able to get a parking space.

16 So, there is an amendment. It would
17 amend the hours to 6:00 p.m. to 6:00 a.m.
18 for the reserved parked space. And should
19 the owner of the vehicle move that vehicle,
20 it becomes open to any vehicle, electric or
21 not, until 6:00 p.m. when it is again
22 reserved for electric vehicle owners.

23 And that is the update. Thank you very
24 much.

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1 COUNCILMAN SQUILLA: Thank you,
2 Councilman Oh. And before we do start the
3 testimony, I do want to add one other thing.

4 Speaking to the EV manufacturers PECO,
5 we are having meetings set up with them. As
6 they see and have acknowledged that
7 Philadelphia is not in a position to grow
8 the EV uses the way our current regulations
9 are set up, especially knowing that a lot of
10 streets -- some streets don't have any
11 parking on them at all, which eliminate
12 those people from having EV vehicles. Other
13 streets have only parking on one side, which
14 eliminates all the people on the other side
15 of the street not having EV vehicles.

16 And also, the way our policy is, if you
17 have four regulated spots on streets that
18 have parking on both sides, if you happen to
19 have three handicap spots on that block,
20 that means only one person would be able to
21 get an EV. They see we are not going to be
22 able to grow this in the future. As the
23 price of EV vehicles come down, we hope to
24 promote the use of this in the future.